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April 17, 2025 revised for consistency in response to the Town's comments (changes are indicated by the green color)

Sent via email to Aaron Hecock, Planning & Building Director - ahecock@yville.com & Kari Svanstrom, Contract Planner, KSvanstrom@yville.com and uploaded to the Town's online system

RE: Proposed mixed-use, mixed-income housing development permit application located at 2010 & 2012 Humboldt Street, Yountville, CA 94599 APNs 036-054-022 & -023 ("Site")

Dear Mr. Hecock and Mrs. Svanstrom:

On behalf of Yountville Pacific, LLC ("Applicant"), please accept this letter and the revised Master Development Plan and supporting documentation in response to the direction and comments received at the January 14, 2025, Zoning Design Review Board ("ZDRB") meeting. The project, described herein and the enclosed materials, are intended to supplement the January 10, 2025 submittal letter. Note, the project was originally submitted March, 2023 and has been heard from the ZDRB in June, 2024 and recently in January, 2025. Because of Staff and the ZDRB familiarity of this project we are requesting Preliminary and Final Master Plan review before the ZDRB as soon as possible.

We are pleased to present a proposal for an infill, mixed-use commercial and mixed income residential development. This project proposes first floor street front, local-serving retail, and five mixed-income residential units ("The Revised Project"). The local-serving retail tenant is a successful, woman-owned, high-end retail business owned and operated by a long-time Yountville resident. The five housing units offer much needed workforce rental units and assists with the Town's Regional Housing Needs Allocation.

The applicant seeks the Town's approval of Tentative Parcel Map, a Use Permit for a Master Development Plan, Use Permit for a two-story mixed-use building (residential & retail) to include owner occupancy, Affordable and Mixed Income Housing Development Permit, Tree Removal Permit, Master Sign Plan, Shared Parking Agreement, and Design Review approval to facilitate development of the Revised Project.

The Revised Project's commercial and residential uses are permitted under the General Plan and Zoning designation of Residential Scaled Commercial ("RSC") for the Site, as well as the development standards for RSC-designated properties with the requested waivers and concessions (as reserved) pursuant to the State Density Bonus Law ("SDBL"). The Project is mindfully-designed to account for the site constraints and fits in with neighboring residential properties. Just as importantly, it delivers badly-needed

affordable housing units to the Town's limited housing stock and helps the Town comply with state housing law mandates.

Because the Revised Project provides five total housing units and at least $\frac{2}{3}$ of the building area (Refer to Attachment Three: Building Area) defined by the California Building Code is dedicated to residential uses, the Revised Project qualifies as a "housing development project" under the California Housing Accountability Act ("HAA") and the benefits of the SDBL which allows a project to obtain waivers and incentives/concessions in order for the Town Council to make the legally-required finding that the project is consistent with the General Plan and Zoning Ordinance. Because of this, the Revised Project shall be limited to be evaluated against the Town's objective development standards.

Due to the inclusion of 20% of the units being offered as affordable to low-income households, the Project is eligible for a 35% density bonus, unlimited waivers, and two concessions/incentives under the SDBL. As detailed below, the applicant requests four waivers under the SDBL to facilitate the Revised Project, including: (1) five foot reduction to the required front setback, (2) exceed the maximum Floor Area Ratio ("FAR") requirement, (3) reduced parking, and (4) **exceed the second story percentage floor area**. As an additional basis, the Town may approve the waivers as a "Deviation" pursuant to the Master Development Approval process set forth in Yountville Municipal Code ("YMC") Section 17.192.030(D).

At the January ZDRB hearing, there appeared to be a misunderstanding about the zoning district the Revised Project is within and compliance with the standards. For the ZDRB's benefit and to provide a clear understanding of all parcels within this Zoning and General Plan designation please refer to "Attachment One: RSC Zoning Map & Picture of Front Elevation of Subject Properties."

Furthermore, please refer to "Attachment Two: Call & Response to January 14th Closing ZDRB comments/direction/feedback for a response to the final January ZDRB direction to the applicant." for the applicant's response to the ZDRB's final direction.

In response to the January ZDRB hearing, the applicant team has made the following additional changes to the Revised Project:

- (1) Added a 2:12 pitch hip roof over the individual looking structures, and
- (2) Reduced the length of the porte cochere to allow for a two story residential unit located on the southeastern Humboldt elevation.

The Revised Project complies with all of the objective design criteria for its mixed use Zoning designation, [YMC Section 17.56.060](#)) and design standards for mixed use uses as defined in [YMC Section 17.72.030](#) with the exception of (i) Floor Area Ratio ("FAR"), (ii) the front setback on Jefferson Street, (iii) Parking, and (iv) **second story floor area**.

Overview of General Plan and Housing Element Policies and Project Consistency

As a result of extensive public outreach, the 2019 General Plan Update identifies the Site as a Change Area and as a critical connector for the north and south ends of Washington Street. The Site is on the primary pedestrian flow from the commercial core of Yountville, from the south end of town to the north.

Because of this location, it was identified as a cornerstone for retail development. As a result, in 2019 the Town's General Plan redesignated the Site from a residential designation to a designation that allows commercial (Residential Scaled Commercial (RSC). In addition to the redesignation, the General Plan includes a specific requirement for any development on the Site to include at least two (and up to 16) residential units on the second floor. Specifically, the General Plan includes the following site-specific characteristics (Please refer to the attachment, General Plan consistency for more information on other Policies):

- *Encourage vibrant, pedestrian-oriented development with two apartments on a second floor*
- *The design should be oriented toward the corner, with parking behind*
- *The parking shall be accessed from Humboldt Street*
- *The residential and commercial uses could share parking spaces*
- *An appropriate buffer to adjoining residential properties would be required to mitigate potential impacts, including light and noise*
- *The building would be required to be of a scale and design that complements the surrounding buildings and utilizes design features to break up the building mass, such as building modules, partial and/or setback upper stories, balconies, awnings, and a variety of roof form.*

In addition, the 2015 and the April 2024 Housing Element Updates includes the Site in its Land Inventory as Sites 4 and 5, and identifies each parcel having a maximum density of up to 8 units, for a maximum total residential density of 16 units (See Housing Element, Table E-2 Land Inventory).

Inclusionary Housing and Applicability of the Density Bonus Law

The Revised Project would provide five residential units, exceeding the two units required by the Zoning Ordinance, but below the maximum density for the site of 16 units as described in the Housing Element of the General Plan.

The Town's Inclusionary Housing Ordinance applies because the Revised Project includes 5 residential units, (See [YMC Section 17.160.020](#).) The Revised Project would provide one of the five residential units, the first floor adaptable unit as affordable for rent to households earning 50-80% of the Napa County median income. The unit would be deed-restricted for 55 years. In doing so, the Project would provide 20% of the total units as affordable for rent to low-income households, qualifying it for two concessions (a "concession", also referred to as an "incentive", means a "reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission . . . that results in identifiable and actual cost reductions, to provide for affordable housing costs . . . or for rents for the targeted units (here, the one low-income units) to be set as specified." (Gov. Code § 65915(k).) and unlimited development waivers. (A project that meets the criteria for a density bonus project qualifies for an unlimited number of "waivers" from "any development standard that will have the effect of physically precluding the construction of [the] development. . . at the densities or with the concessions or incentives permitted by [Density Bonus Law]." (Gov. Code § 65915(e)(1).) pursuant to the State Density Bonus Law ("SDBL") (Gov Code §§ 65915–65918.)

Overview of SDBL Waivers and Concessions

The Revised Project is requesting relief from the following standards as waivers under state law (SDBL):

- (1) Increase of 0.25 FAR from the required 0.15 residential FAR to allow 0.37 FAR;
- (2) Decrease of 5 feet to the front/Jefferson Street setback from the required 15 feet to allow a 10 foot front setback, and
- (3) Decrease of 4 parking spaces from the required 13 (8 for retail uses, 5 for the residential uses) parking spaces. Allow a shared time-of use parking program to allow a total of 9 parking spaces, 7 of which would be shared.¹
- (4) Allowance of the second floor area to be more than 40% of the first floor area.

Note that these requests also would qualify for relief pursuant to the Town's Master Development Plan Deviation process set forth in [YMC Section 17.192.030.D](#).

TABLE ONE: RESIDENTIAL UNITS

| | SIZE OF UNIT | GARAGE | PARKING SPACE |
|--|--------------|------------|---|
| CONDO A | 1,123 sq.ft. | 292 sq.ft. | 1 garage space |
| CONDO B | 1,178 sq.ft. | 292 sq.ft. | 1 garage space |
| APARTMENT ONE (Adaptable for Accessibility and Affordable Unit) | 479 sq.ft. | 0 | 1 uncovered space (includes access to the Van Accessible ADA space if needed) |
| APARTMENT TWO (two story unit) | 643 sq.ft. | 0 | 1 uncovered space (includes access to the Van Accessible ADA space if needed) |
| APARTMENT THREE | 315 sq.ft. | 0 | one covered parking space - 162 sq.ft. |
| TOTAL | 3,738 sq.ft. | 584 sq.ft. | 2 garage spaces; one van accessible (un) covered ² space, two uncovered spaces, for a total of five residential spaces. |

¹ Please note this will be reduced by one in the event the Building Official determines there needs to be two van accessible parking spaces.

² Dependent on Building Official's determination on the time of use shared parking arrangement.

TABLE TWO: RETAIL USES

| | SIZE OF UNIT | PARKING |
|---------------|--|---|
| RETAIL | 2,307 sq.ft. (2,112 sq.ft. of "use area". | Shared time of use parking that includes: One (1) van accessible uncovered space, two (2) covered spaces, and four (4) uncovered spaces, for a total of seven (7) spaces. In the event the determination is that Site requires two accessible spaces, then the parking would be reduced to 6 shared spaces, two of which would be van-accessible. |

TABLE THREE: COMBINED USES AND FLOOR AREA RATIO ("FAR") - YMC SECTION 17.100

| | SIZE OF UNIT | TOTAL |
|--------------------|---|--|
| RETAIL | 2,307 sq.ft. | 2,307 sq.ft. |
| RESIDENTIAL | 3,738 sq.ft. | 3,738 sq.ft. |
| OTHER | 1) 299 sq.ft. of vaulted area 2) Garage = 584 sq.ft. - 400 sq.ft. exemption = 184 sq.ft. 3) first floor stairs = 106 sq.ft. | 299 sq.ft. - retail 290 sq.ft. - residential |
| FAR | RETAIL TOTAL FAR: 2,606 sq.ft RESIDENTIAL TOTAL FAR: 4,028 sq.ft. | RETAIL FAR: 2,606 / 10,843 sq.ft. = 0.24 RESIDENTIAL FAR: 4,028 / 10,843 sq.ft. = 0.37 COMBINED FAR: 6,634 / 10,843 sq.ft. = 0.61 |

(1) Requested Waiver from Maximum FAR

The Revised Project proposes to include 5 residential units (see Table One for the sizes) one of them offered to affordable housing. In order to allow for development of the project as designed (*with respect to waivers pursuant to the SDBL, courts have clarified that "a city may not apply any development standard that would physically preclude construction of that project as designed, even if the building includes 'amenities' beyond the bare minimum of building components."*), relief from the maximum residential FAR of 0.15 to allow for a residential FAR of 0.37 is required. Without this waiver, the Project would be required to eliminate four of the five residential units as designed, meaning that the FAR standard would physically preclude development of the Revised Project at the proposed residential density. Therefore, this relief qualifies as a waiver under the SDBL.

(2) Requested Waiver to Reduce the Front Setback

The Revised Project requests relief from the front setback requirement as measured from Jefferson Street. The requested relief to reduce the front setback is necessary to accommodate the proposed 2,307 square feet of retail space to be located on the ground floor, while also having sufficient lot area to

provide parking spaces and the landscaped area required by the Town's Code. If the site area is further squeezed by the required 15-foot front setback, the Revised Project would be required to reduce the already modest building footprint, reducing the size of the first floor retail space, which also reduces two of the residential units by five feet on the northern side which would render them too small to function as a housing unit. As such, because relief from the setback standard is necessary to allow for the proposed residential density, construct the affordable unit and meet the emergency vehicle standards for driveway width, this relief also meets the criteria for a waiver under the SDBL.

(3) Requested Waiver to Reduce the Parking Standard

The [Yountville Municipal Code Section 17.116](#) requires a total of 16 parking spaces (8 for the retail uses and 4 covered and 4 uncovered/screened parking spaces for the residential portion). SDBL regulates the minimum parking ratios for density bonus projects, in this case one parking space for each one bedroom or studio unit,

The Land Use Section of the [Yountville General Plan](#) for this site specifically states: *"residential and commercial uses could share parking spaces."* The Use Permit for the downstairs commercial tenant is for retail uses, which typically close by 6pm. The housing units are required to be prioritized to be rented to the local Yountville workforce, therefore there is a natural shared parking arrangement. In addition, one of the housing units will be prioritized as a rental for the manager of the retail establishment, furthering the shared use arrangement. *We propose a shared parking arrangement in which the retail use would rely on the seven parking spaces from 10 am-6pm and the residential use would rely on the parking from 6pm-10am.*

In order to accommodate the required parking by *four (4), or five (5) if the Shared Time of Use Shared Parking Agreement isn't approved by the Town* spaces it would eliminate two of the proposed residential apartment units one of them the designated low-income housing unit. In order to allow for development of the project as designed *(with respect to waivers pursuant to the SDBL, courts have clarified that "a city may not apply any development standard that would physically preclude construction of that project as designed, even if the building includes 'amenities' beyond the bare minimum of building components.")*, we are requesting a relief from the parking standard of 13 spaces and to have a shared time of use parking arrangement of 9 spaces, and two garages dedicated for the residential condominiums, for a total of 9 spaces. Therefore we are requesting a 30% parking reduction.

Without this waiver, the Revised Project would be required to eliminate two of the five residential units, meaning that the parking standard would physically preclude development of the Revised Project at the proposed residential density and the construction of the affordable unit. Therefore, this relief qualifies as a waiver under the SDBL.

(4) Requested Waiver to Allow the Second Story Floor Area to be more than 40% of the First Floor Area

In order to allow for development of the project as designed (with respect to waivers pursuant to the

SDBL, courts have clarified that “a city may not apply any development standard that would physically preclude construction of that project as designed, even if the building includes ‘amenities’ beyond the bare minimum of building components.”), relief from the top story % is required. Without this waiver, the Project would be required to reduce the second floor of Apartment 2, and remove Apartment 3. Meaning that the second floor area requirement would physically preclude development of the Project at the proposed residential size and density. Therefore, this relief qualifies as a waiver under the SDBL.

We would be happy to follow up with further supporting documents for compliance with the SDBL at your request. We look forward to continuing to work with the Town to bring this mixed-use retail and mixed income residential housing project to a prominent corner of the Town’s commercial district.

Respectfully submitted,

Kirsty Shelton

Kirsty L. Shelton

Enclosures:

Exhibit One: Zoning Compliance

Exhibit Two: Revised Master Development Plan proposal, dated April 15, 2025

Attachment One: RSC Zoning Map & Picture of front elevation of subject properties

Attachment Two: Call & Response to January 14th Closing ZDRB comments/direction/feedback

Attachment Three: Building Area Calculations (Revised)

Attachment Four: Open Space Plan

Attachment Five: Retail Parking Calculations

Attachment Six: April 16, 2024 Call & Response to the April 4, 2025 Town response to the February 10, 2025 submittal

EXHIBIT ONE: ZONING COMPLIANCE FOR THE HUMBOLDT JEFFERSON MIXED USE PROJECT

Residential-Scaled Commercial (RSC) (YMC 17.56)

The Site is zoned Residential-Scaled Commercial (RSC). The RSC district is intended to reinforce Washington Street as the main commercial street in Yountville, and to encourage an appropriate transition to adjacent residential neighborhoods.

Per YMC section 17.56.020 (A), all new uses listed in YMC Section 17.56.030 shall require a use permit (per YMC Chapter 17.200) and new development proposals shall require a Master Development Plan (per YMC Chapter 17.192). Additionally, design review is required (per YMC Chapter 17.188) and all commercial operations shall be subject to YMC Chapter 17.144 (Impact on Adjacent Use) YMC section 17.56.020 (B) states that development shall be of an intensity and scale which preserves and enhances Yountville's small-town character and integrates well with the surrounding neighborhood and natural setting. Commercial uses on the east side of Washington Street should be less intense than those on the west side of the street. YMC section 17.56.020 (C) states buildings shall be residential in scale, and generally street-oriented with pedestrian entrances from the street. Building height, massing and size shall be compatible with residential development, and comply with the design standards established in YMC Chapter 17.72. YMC section 17.56.020 (D) states that parking shall be accommodated in ways which limit visibility and prominence, typically in small lots screened from public view (per YMC Chapter 17.116) (Off-Street parking and Loading), and YMC Chapter 17.136 (Walls, Fences and Landscape Screening). YMC section 17.56.020 (E) states development shall contribute to a well-integrated mix of uses that create an attractive, vibrant, and walkable Washington Street experience. YMC section 17.56.020 (F) requires development shall maintain an appropriate balance between the needs of residents, visitors, and businesses to assure a livable community for residents.

Site-Specific Conditions (YMC § 17.56.030)

| Development Standard | YMC Requirement | Proposed |
|---|---|---|
| <i>Lot size</i> | <i>Min. 10,000SF</i> | <i>10,843 SF (+/- 0.25 acres) when the two lots are merged – if approved, the project would be conditioned to merge the lots.</i> COMPLIES. |
| <i>Min. two 2nd story residential rental units as part of any development proposal</i> | <i>Min. two 2nd story residential rental units as part of any development proposal</i> | <i>Three 2nd story residential units are proposed and two first story access residential units for a total of 5 units.</i> COMPLIES. |
| <i>Mixed Use Development</i> | <i>Requires a Use Permit</i> | <i>Use Permit details included as part of the Master Development Plan.</i> COMPLIES. |

General Development Standards (YMC § 17.56.060)

| Development Standard | YMC Requirement | Proposed |
|--|--|---|
| <p>Max Floor Area Ratio (FAR)</p> <p>FAR -Calculation defined as: The floor area of a development shall be calculated using the sum of the gross areas of the enclosed floors of a building or buildings measured from the centerline of the exterior wall or bottom plate or from the centerline of party walls separating such buildings. Interior portions of buildings with a minimum of 100 square feet of open area and 16 feet or more of clear open area from the floor to the ceiling shall be regarded as an assumed second floor that shall be included as floor area for the purpose of calculating FAR.</p> | <p>0.25</p> <p><i>Additional 0.15 FAR bonus for housing uses & professional office use (17.178)</i> <i>There shall be only one additional FAR bonus of 0.15 and it may include a combination of uses listed.</i></p> <p><i>TOTAL ALLOWED FAR = 0.40</i></p> | <p>RETAIL FAR: 2,606 /10,843 sq.ft. = 0.24</p> <p>RESIDENTIAL FAR: 4,028/10,843 sq.ft.= 0.37</p> <p>COMBINED FAR: 6,634/10,843 sq.ft. = 0.61</p> <p>The Residential and Combined Floor Area Ratio do not comply. The Revised Project is requesting a Development Waiver/Concession under the California State Density Bonus Law (SDBL, Government Code Section 65915) in lieu of a deviation through the Master Development Plan process (Section 17.192.030.D). See Summary of SDBL in the document above for more information.</p> |
| <p>Min Setbacks</p> <p>Front</p> | <p>15'</p> <p>Consistent with the definition of "front yard" and "setback" in the Yountville Zoning Ordinance (YMC 17.236.010), the front yard of a corner lot is the yard adjacent to the shorter street frontage. The Site is a corner lot, and following merger of the two existing lots into a single lot (which merger is anticipated by the Town's Housing Element and will be required as a condition of approval), the shorter street frontage will be the Jefferson Street frontage (100.56 feet compared to 107.66 feet). Therefore, the second development waiver or concession requested above requests relief from the front setback requirement as measured from Jefferson Street.</p> | <p>10' (Jefferson)</p> <p>The Front Setback does not comply by 5'.</p> <p>The Revised Project is requesting relief from the setback as a Development Waiver/Concession under the SDBL in lieu of a Deviation through the Master Development Plan process. See Summary of SDBL document for more information.</p> |
| <p>Sides</p> | <p>Determined by MDP</p> | <p>7'7" (west side to the Jefferson neighbors)</p> |

| | | |
|---|--|---|
| | | 7'8" (north side to Humboldt Street) |
| Rear | Determined by MDP | 41' to the primary building; 5' to the architectural element/roof deck. |
| <p>Height</p> <p>Vertical distance measured from the average level of the highest and lowest point of that portion of the lot covered by the building to the highest point of the roof, ridge, or parapet wall of the building.</p> | <p>Two stories maximum</p> <p>Max – 22' to plate and 30 feet to peak</p> | <p>Two Stories</p> <p>22' to plate height with 4' parapet for mechanical equipment</p> <p>28' 6" for hip roof peak</p> <p>30' at peak of gable of the front entry architectural element</p> <p>COMPLIES</p> |
| <p>Top Story Floor Area Limit</p> <p>(no more than 40% of the floor area shall be on the top story)</p> | <p>40%</p> <p>40% of 7,379.5 SF =</p> | <p><i>FIRST FLOOR FLOOR AREA, inclusive of the garages = 4456 SF</i></p> <p><i>SECOND FLOOR AREA, exclusive of the open spaces = 2923.5 SF</i></p> <p><i>TOTAL FLOOR AREA: 7379.5 SF</i></p> <p>PROPOSED = 2923.5/7,379.5 SF = 39.6%</p> <p>COMPLIES Unless the Town doesn't agree, then it COMPLIES with a Development Waiver/Concession under the California State Density Bonus Law (SDBL, Government Code Section 65915) in lieu of a deviation through the Master Development Plan process (Section 17.192.030.D). See Summary of SDBL document for more information.</p> |

| | | |
|---|---|--|
| <p>Minimum Open Space</p> <p>Open Space - means any front, side and rear yards or setbacks, courts, landscaping, usable open space, are not covered by buildings, parking or refuse service area provided to meet the requirements of title 17.</p> | <p>Lots 10,000 – 20,000 SF – 15% of gross area</p> <p>15% of 10,843 SF = 1,626.45 SF</p> | <p>Refer to Attachment Four: Open Space Plan.</p> <p>TOTAL OPEN SPACE: 3,500 SF or 32%</p> <p>COMPLIES</p> |
| <p>Parking (YMC Section 17.116)</p> <p>Retail - 1 space per 250 SF Residential – 4 spaces (one covered and one screened)</p> | <p>As required by Chapter 17.116, Off-Street Parking and Loading</p> <p>Retail/Commercial: one space per 250 SF of use</p> <p>Residential Uses: (triplex): Four spaces – consisting of one covered and one screened for each unit</p> <p>Parking for affordable housing units can be uncovered, but screened.</p> | <p>Parking Required: 2,112 SF of retail (see Attachment 5 for the retail use parking analysis) requires 8 parking spaces</p> <p>Pursuant to Town Code, the residential units require 8, four covered and 4 screened parking spaces. However, SDBL projects limit the requirement to one parking space per one bedroom or studio unit, which results in 5 parking spaces for the residential uses.</p> <p>TOTAL PARKING REQUIRED: 8 parking spaces for the retail use 5 parking spaces for the residential use, for a total of 13 parking spaces</p> <p>PARKING PROVIDED: 2 residential garaged 2 covered shared 1 ADA uncovered shared 4 uncovered shared</p> <p>TOTAL 9 (7 of which are shared)</p> <p>The Parking Ratio does not comply by 30%. The Revised Project is requesting a Development Waiver/Concession under the California State Density Bonus Law (SDBL, Government Code Section 65915) in lieu of a deviation through the Master</p> |

| | | |
|---|--|--|
| | | Development Plan process (Section 17.192.030.D). See Summary of SDBL document for more information. |
| Bicycle Parking (17.116.020 I) Bicycle storage space shall be provided in all parking areas of 10 or more spaces. | Retail = min of 5% of the required vehicle spaces. Residential (multi-family) – min. of 10% of the required vehicle spaces. | One custom rack provides 4 bike spaces and in addition provides ebike charging and onsite covered storage provided. COMPLIES & EXCEEDS THE REQUIREMENTS (only one is required) |
| Signage | | See Master Development Plan - proposing custom brass raised lettering on the front facade. |

Nonresidential & Mixed-Use Design Standards (YMC 17.72)

The following non-residential and mixed-use design standards apply to new or modified non-residential and mixed-use structures and auxiliary structures. The non-residential and mixed-use design standards are subjective design criteria which are mandatory for commercial projects unless waived through design review approval to allow alternative design approaches deemed appropriate for the unique conditions of the subject site and its surroundings.

Zoning District Design Intent (YMC 17.72.020)

A. Residential-Scaled Commercial buildings are intended to provide an appropriate transition between commercial and residential areas. Typically, these buildings are similar in size to single-family houses and other residential buildings. The design standards outlined below intend to encourage the development of multiple, small, pedestrian-oriented buildings that combine to form publicly accessible courtyards and passageways, with parking at the rear of the site.

The Revised Project proposes to construct two buildings connected with a second story porte cochere. The main building has a first floor commercial area that appears to provide the appearance of three buildings that are no more than 30 feet wide along Jefferson Street, and the Humboldt elevation appears as a second business with a 20' wide frontage. The buildings are oriented to pedestrians with reduced street setbacks to encourage street activation with large picture windows and well- designed landscape features. There is an accessible passageway on the north end of the building providing at least a 7 ½ foot buffer between the structure and the property line. Parking is proposed at the rear of the Site, consistent with conceptual designs reflected in the General Plan. There is a transition area between the residential neighborhood and the commercial building by 41 feet on the east and 7 ½ feet on the north. It should be noted that there is an existing driveway along the property boundary with the Site; therefore, the residences to the proposed new building are located almost 40 feet away. In addition a two story townhome is proposed on the southeastern side providing a true residential buffer to the residential neighborhood. This building design provides an adequate transition to the residences.

Design Standards (YMC § 17.72.030)

The following are design standards (applicable to Residential-Scaled Commercial zoning) which all non-residential projects are required to conform with, *unless waived* by design review approval as regulated by Chapter 17.188 of this title.

A. Building Scale and Massing

1. Use massing techniques that mitigate heavy or bulky forms, such as modulating building mass, partial upper stories, setbacks for upper story volume, and varying roof forms.

The design includes a modulating building with no more than 30- foot wide sections, and with varying roof heights between 12' and 30', reduced second story area, second story setback of 3' on the south elevation, and Juliet balconies that project out about 2 feet.

2. Break up the massing of buildings and the scale of long façades to fit the rhythm of the surrounding block.

The surrounding block includes similar stucco and custom wood clad buildings close to the front setbacks, the longest facade is less than 30 feet, which is consistent with the intention of smaller scale buildings.

3. Avoid placement of structures or dense landscaping which obstructs public view corridors as defined in the General Plan.

There are no public view corridors present at this location.

4. In the Residential-Scaled Commercial District, proposed development should consist of multiple small buildings rather than one large building. If total proposed building square footage exceeds 5,000 square feet, consideration and preference shall be given to multiple buildings. Building size and location should consider existing trees or similar site conditions which are considered important to the Town's character.

The Revises Project appears to present itself in three buildings. The main building includes two retail front doors so it appears as although it is a second building. There is a two story townhome although connected with the porte cochere is clearly an independent building. Therefore, there is consideration for the building size and location to be presented as multiple small buildings rather than one large building.

Blank walls (facades without doors or windows) shall be less than 30 feet in length if visible from adjacent street(s).

There are no blank walls.

B. Street Frontage

1. Buildings should be pedestrian oriented, creating an attractive and active sidewalk and street frontage.

The building entrance is sited on the corner to encourage pedestrian flow from the southern end of

Washington Street. As proposed The Project includes an attractive sidewalk and landscape

2. Create or reinforce a well-defined rhythm of intervals of built and open spaces. Pedestrian passageways between buildings should generally be at least 12 feet in width.

There is a 5 foot wide sidewalk that encourages pedestrian activity that connects to a 7 foot wide passageway on the northern edge of the building.

3. Where possible, provide open spaces adjacent to the sidewalk and design public frontages to support direct engagement with the street to encourage pedestrian activity and informal community gathering.

This project is unique in that there is a public park across the street and the primary intent for this location is to encourage pedestrian activity to the retail store therefore the Project is seeking reduced setbacks to encourage retail street activation.

4. Support adjacent sidewalks and public spaces with active ground floor uses and amenities such as seating and public art.

Active ground floor uses include local serving retail, public art bicycle rack and connection to the pedestrian passageway.

5. Create a human-scale environment at street level with architectural detailing that adds variety and rhythm to the facade.

The street level design is very inviting with custom wood clad and large picture windows leading into local serving retail. There is variety in that it appears as two different retail establishments.

6. Give prominence to pedestrian entrances over vehicle access.

The primary entrance is off the corner entrance of Humboldt/Washington/Jefferson Street, patrons arriving by vehicles will have to walk around the building and enter as pedestrians. The vehicle parking spaces are shielded from public view.

7. Create focal points and integrated public spaces at prominent corner sites.

The focal point on this corner will be the entrance to the retail establishment as a means for pedestrians to be encouraged to walk northerly on Washington Street.

8. Ground floor façades shall be articulated, with a variety of measures to create a streetscape of interest, such as indentations in plane, change of materials in a complementary manner, façade modulation, and façade elements like transparency, building entries and other architectural details that engage the pedestrian.

The ground floor has much interest such as a 5' wide and 3' deep indentation for a focused espalier Magnolia tree, change of materials that frame the picture windows, and custom salvaged entry door materials.

C. Exterior Building Materials & Colors

1. Buildings shall have consistent materials, details, and architectural theme on all sides of the buildings. Materials that appear faux or veneer-like should be avoided, and joints, or raw edges of materials shall be concealed to create an appearance of authenticity.

There are no faux materials, the architectural theme includes consistent materials on all sides.

D. Parking & Driveways

1. Locate at-grade parking and vehicular access away from active pedestrian areas wherever possible and screen at-grade parking from public view. Limit the amount of Washington Street frontage that can be used for parking or vehicular access.

Parking is located at the rear of the building, screened by landscaping, and not visible from Washington Street.

2. In larger developments, parking should be provided in smaller lots, rather than one large lot.

Not applicable. The proposed Project is required to have parking in the rear of the building.

3. Provide bicycle parking near access points and active areas to maximize visibility and convenience.

Bicycle parking is provided by a dedicated public art piece at a visible location and will include a connection to charge e-bikes.

4. Consider measures that maximize the amount of onsite and off-site parking, including valet, tandem, parking structures and other creative solutions provided they take into account neighborhood context, view corridors, setbacks, screening and massing.

The Project as designed is requesting a Waiver to allow a shared parking agreement between the retail and the workforce housing units. 16 spaces are required and 9 spaces will be provided, 7 of which are shared.

5. Access drives to off-street parking shall be designed and constructed to provide adequate safety for pedestrians and drivers. In no case shall car movements result in blocking of the street right-of-way. The number of access drives shall be limited to the minimum that will accommodate anticipated traffic.

Parking lot access meets the standards.

6. To minimize the amount of paved area, the sharing of driveways and access to parking lots is encouraged. An easement providing for shared use shall be recorded.

To reduce the amount of paved area, the retail and residential parking will be shared to allow additional retail related parking when the residential uses aren't being used and vice versa after business hours.

7. Where practical, on-site paving for vehicles should be of a permeable material.

Paving for the parking and vehicular access is non permeable; however, there is adequate on-site detention for stormwater.

8. Lighting for parking areas shall be designed to confine emitted light to the parking areas, and the light source shall not be visible from adjacent properties. Average illumination at the ground shall be no more than one foot candle, except where an increase in lighting level is recommended by a lighting consultant or qualified professional as necessary for safety.

Proposed lighting is the minimum necessary and includes small bollard type focused pedestrian light fixtures which are downlit, there are no street lights proposed that would emit on adjacent properties.

E. Open Space

1. Use landscape design to connect a network of open spaces appropriate to the project context. This open space network could include the streetscape and building frontages, spaces between buildings, or a series of planted areas and hardscape intended for outdoor use and pedestrian circulation.

The landscape plan brings the connection of the existing sidewalks into the rear of the building and around to the other street which is appropriate for the location.

2. Encourage interaction between the building's interior uses and exterior public space, including plazas, seating areas and other hardscape areas to support public activities appropriate to the site context and building use.

The primary intention for this location is to encourage pedestrian interaction from the central core of Washington Street to the retail component of this building.

3. Choose plantings that complement the proportions and scale of the building, offer color and interest throughout the year, and are water efficient.

The planting plan consists of local, drought tolerant and easy to maintain vegetation that compliments the building's architecture.

4. Locate deciduous trees to complement passive solar strategies, providing shade in summer and allowing sun in the winter.

Proposed trees include (6) 36" box Scarlet Oak street trees, (6) 15 gallon Crape Myrtle parking lot trees, and assorted dwarf Olive trees for accent trees in pots.

5. Use public art as required by Chapter 17.148 of this title to enhance buildings and publicly accessible spaces.

The Project includes a dedication for public art, a tree with ravens that also works as a bike rack.

F. Utilities & Auxiliary Structures

1. Locate utility areas away from public areas and adjacent sensitive uses.

The team has met with Yountville Public Works and representatives from PG&E and placed the utility areas as far from public areas as possible to comply with standards.

2. Integrate utilities and service functions into the architectural design. Screen rooftop equipment from view and group roof penetrations to the extent feasible.

HVAC equipment is proposed to be located on the rooftop away from neighbors and is screened from the public view.

3. Utilities and refuse storage areas are not permitted in any setback area or front yard.

Commercial refuse storage area is proposed in the rear of the building, outside of any setback. Residential refuse storage is included in the parking courtyard, outside of any setback.

4. All new electrical, telephone, CATV and similar service wires or cables shall be installed underground. Risers on poles or buildings are permitted.

All utilities are proposed to be installed underground.

5. Electrical vaults and meter boxes must be screened from view and discreetly located. Fire pipes and extinguishers must be easily identified, but discreetly located.

The above transformer is proposed to be screened with landscaping.

6. Refuse storage areas shall be screened from public and adjacent properties view or located within a building. All refuse storage areas shall be maintained to minimize odor and other impacts.

The refuse storage area is proposed to be located in the rear at the parking lot.

7. Trash and recycling areas shall be fully enclosed structures with solid roofs and shall conform with all mandated water quality requirements and building codes, including accessibility requirements for persons with disabilities. Chain link fencing and gates with wood or plastic slats shall not be used for trash and other utility enclosures.

The trash and recycling area is fully enclosed with a roofed structure.

8. All exterior mechanical and electrical equipment shall be screened by landscaping or fencing or incorporated into the design of buildings so as not to be visible from the street. Equipment to be screened includes, but is not limited to, all roof-mounted equipment, air conditioners, heaters, cable equipment, telephone entry boxes, irrigation control valves, electrical transformers, pull boxes, and all ducting for air conditioning, heating, and blower systems.

Most of the required equipment will be located on the roof and screened from public view. Public utilities will be screened with landscaping.

9. Reduced pressure backflow prevention devices are required for connection to the Town's water system, and are required to be above ground, but shall be screened from adjacent public street(s) by landscaping or fencing while allowing access for annual testing.

The Project will have backflow prevention devices to Town's specifications and it will be screened with landscaping.

Regulations For Impact On Adjacent Uses (YMC 17.144)

Because the project is located in the RSC Zone adjacent to existing or planned residential areas, it must comply with the following "Impact Category I" standards (YMC § 17.144.020).

1. Noise.
 - a. Impact category I. All noise generating operations shall be buffered so that they do not exceed noise levels identified in chapter 8.04 of this code.

Noise generating equipment are located on the rooftop, the construction specifications will prove that they comply with the standards. Furthermore, they are placed more than 40' from any adjacent residences.

2. Light impact.

- a. Impact category I. No bright or flashing light shall be visible in a residential district a lighted sign shall be subject to section 17.132.090 and end chapter 17.152, Signs, of this Title.

All lighting is downlit and complies with the Dark Sky initiative. Specifications will be provided with construction documentation.

3. Traffic circulation and parking.

- a. Impact category I. New development must demonstrate that it will not substantially increase truck traffic on residential streets. Trucks over 210 shall not be permitted on local residential streets; customer and employee parking and truck loading area shall be provided in accordance with chapter 17.116, off-street parking and loading of this title.

A traffic study has been provided which demonstrated the number of vehicles will not have a substantial impact on the local streets. The Project will comply with the municipal code standards.

4. Vibration.

- a. Impact Category I. No perceptible vibrations shall be permitted off the development site. There are no perceptible vibrations proposed.

5. Flammable material.

- a. Impact category I. No operations involving the use or storage of flammable materials or fuses shall be permitted adjacent to any residential area.

There are no flammable materials proposed.

6. Airborne emissions.

- a. Impact category one. No use shall exceed the maximum permissible emission standards established by the San Francisco Bay Area Air Quality Management District.

The use will not exceed the maximum permissible emission standards established by BAAQMD. Please see findings set forth in the Town's staff report, dated June 11, 2024.

7. Water Quality.

- a. Impact Category I. The town shall evaluate liquid waste to be disposed into its sewer system and report upon the town's capacity to provide treatment industries not connecting to the municipal sewer system are subject to water quality standards administered by the San Francisco Bay Regional Water Quality Control Board.

The wastewater is limited to domestic purposes.

The Town Council may grant certain development incentives for specified commercial or mixed- use developments. However, floor area ratio (FAR) bonuses shall not exceed a maximum of 0.15 (YMC § 17.178.050).

The Project's residential FAR is 0.37 over the required residential 0.15 FAR which includes a deed restricted affordable unit and therefore is requesting a development waiver pursuant to the California State Density Bonus law.

Design of Parking Facilities (YMC 17.116)

§ 17.116.070 Landscaping of parking facilities

A. Within parking areas, there shall be one tree provided for every six parking spaces.

The proposed landscape plan includes 3 trees within the parking areas for 14 parking spaces.

B. Trees shall be planted in tree wells of at least four feet wide by four feet long by four feet deep and adequately protected from car movements.

Trees are proposed at the front end of the car and provide a 5' buffer to the fence.

C. All landscaping and trees shall be provided with an irrigation system that is maintained in working order. (Ord. 21-501 § 9)

The applicant will include an irrigation plan with the building permit submission.

§ 17.116.080 Lighting of parking facilities.

A. Lighting for parking areas shall be designed as regulated by Chapter 17.132 of this title, to confine emitted light to parking areas, and with the light source not visible from outside the area. Glare or shine from lighting shall not create a nuisance for adjacent dwelling units.

Parking lighting is proposed to be downlit and the minimum necessary for safety.

B. Average illumination at the ground shall be no more than one foot candle, except where an increase in lighting level is recommended by a lighting consultant or qualified professional as necessary for safety. (Ord. 21-501 § 9) Parking lighting is proposed to be downlit and the minimum necessary for safety.

The applicant believes the ZDRB and the Council can make the following findings:

Required Findings for a Master Development Plan (YMC 17.192)

A Master Development Plan is required for all new or expanded commercial development or for any subdivision or development of five or more parcels or residential dwelling units. The project requires a Preliminary and Final Master Development Plan.

Pursuant to YMC 17.192.030 D, *deviations* may be approved as part of a preliminary or final Master Development Plan to diverge from the following standards: minimum yards and setbacks; maximum

heights of buildings, walls and fences; minimum and maximum lot size; maximum floor area ratio; minimum number of parking spaces, location, and design; design standards related to the relation of buildings to streets; minimum open space; and signage. The project would require deviations from the standards for setbacks, FAR, including top story floor area requirement, and parking.

To approve a Preliminary and Final Master Plan, the Board and or Council must make required findings (YMC 17.192.060):

- A. The proposed development, and each increment of a phased project, creates an environment of sustained desirability and stability.
- B. The land uses and design of the proposed development are consistent with the intent of the General Plan, Title 17, and any other applicable plans or policies adopted by the Town Council, or those in the process of being prepared and adopted, and
- C. Findings can be made as required by Sections 17.188.060 (Design Review Findings) and 17.200.060 (Use Permit Findings) of the YMC.

Required Findings for a Use Permit (YMC 17.200)

Pursuant to YMC 17.200.060, the responsible reviewing authority may approve the application and authorize a use permit if from all the facts presented all the following findings can be made:

- A. The proposed *use*, at the intensity represented and at the proposed location, will provide a use that is compatible with the neighborhood and community.
- B. The proposed *use* will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity.
- C. The proposed *use* would not conflict with the Town's goal of achieving economic sustainability with a mix of varied commercial services.
- D. The proposed *use* will not impair accessibility or traffic patterns for persons and vehicles based on the type and volume of anticipated traffic, will provide safe and adequate ingress and egress, and will furnish adequate off-street parking and loading for both customers and employees to the extent deemed feasible by the decision-making body.
- E. The proposed *use* provides sufficient safeguards to prevent noxious or offensive emissions such as glare, dust and odors, or levels of noise which may exceed the Town's noise regulations.
- F. The proposed *use* does not require excessive amounts of water or generate excessive amounts of waste.
- G. The existing or proposed utility, police and fire services are adequate to serve the proposed *use*.
- G. The proposed *use* will comply with all applicable provisions of Title 17 and will be consistent with the policies and standards of the General Plan.

Required Findings for Design Review (YMC 17.188)

The reviewing authority may approve the application for design review if the facts presented establish all the following findings:

- A. The proposed development or physical improvement is appropriate for the site with regard to the siting and scale of buildings, pedestrian and vehicular access and circulation, and relationship of structures and open spaces to the streetscape.
- B. The location of structures preserves significant trees, natural features and identified public view corridors;
- C. The project will be compatible with neighboring properties and developments with regard to setbacks, building heights, and massing;
- D. The project will not be detrimental to neighboring properties and developments with regard to the location of parking facilities, siting of trash enclosures, placement of mechanical equipment, and privacy considerations;
- E. The project presents an attractive design, utilizing high-quality building finishes and materials, and design techniques to mitigate potentially bulky building forms, such as modulating varied rooflines, partial upper stories, setbacks for upper story volume and/or a variety of roof forms;
- F. Proposed landscaping provides sufficient visual relief, complements the buildings and structures on the site, and provides an inviting environment for the enjoyment of occupants and the public;
- G. The existing or proposed infrastructure and utility capacity are adequate for the proposed development; and
- H. The proposed project will comply with all applicable provisions of Title 17 and will be consistent with the policies and standards of the General Plan.